Amendments To The Specification:

Please replace paragraph [0020] with the following amended paragraph:

[0020] Referring now to the drawings, which are not intended to limit the invention, FIG. 1 is a schematic illustration of an intake manifold assembly, including a Roots blower type of supercharger of the type which is now well known to those skilled in the art. An engine, generally designated 10, includes a plurality of cylinders 12, and a reciprocating piston 14 is disposed within each cylinder, thereby defining an expandable combustion chamber 16. The engine 10 includes intake and exhaust manifold assemblies 18 and 20, respectively, for directing combustion air to and from the expandable combustion chamber 16, by way of intake and exhaust poppet valves 22 and 24, respectively.

Please replace paragraph **[0026]** with the following amended paragraph.

[0026] Referring still primarily to FIG. 2, but now also in conjunction with FIG. 3, it may be seen that the radially inner hub portion 54 and the output hub member 64 cooperate to define an outer cylindrical surface 68. It should be understood that a single cylindrical surface (the surface 68) is recited herein as being defined by the inner hub portion 54 and the hub member 64 because, preferably, the hub portion 54 and the output hub member 64 would define substantially identical outside diameters, for reasons which would be apparent from a reading and understanding of the above-incorporated U.S. 6,253,747. Surrounding the cylindrical surface 68 is a single, helical torsion spring 70 which is preferably of the general type illustrated and described in greater detail in the above-incorporated patent. The torsion spring 70 preferably includes an input end (shown at "72" in FIG. 2) which would typically include an axially-oriented tang (not shown herein) fixed to rotate with the input hub member 52. In a similar fashion and as is shown in both FIGS. 2 and 3, the torsion spring 70 includes an output end, illustrated as a radially-oriented tang 74 which is fixed relative to the output hub member 64. Those skilled in the art will understand that all that is essential to the invention is that the input end of the spring 70 is fixed to rotate with the "input", and the output end of the spring is fixed to rotate with the "output" (the timing gear 62).

Please replace paragraph **[0029]** with the following amended paragraph.

[0029] As was mentioned in the BACKGROUND OF THE DISCLOSURE, one of the problems encountered in the development of the present invention was the actual surface-to-surface engagement between the inside surface (inside diameter 76) of the torsion spring 70 and the adjacent outer cylindrical surface 68 of the inner hub portion 54 and output hub member 64. Typically, such engagement occurs as a result of a fluctuation in the speed and/or torque transmitted to the timing gear 62 by the input pulley 46. When such fluctuations occur, the inside surface (diameter 76) of the torsion spring 70 becomes wrapped tightly about the outer cylindrical surface 68 of the inner hub portion 54 and output hub member 64, as the input hub member 52 "overruns" the output hub member 64. Such engagement can, over time result in the fretting corrosion and wear described previously.